



P.O. Box 804, Shepparton 3632
ABN 79 797508 209

Notice of Meeting...

When: Monday, September 5, 2016
Where: Terminus Hotel – Time: 7.30 pm

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twin

Ledfoot's Quickie...

Greetings all. Thanks to all those people that turned up to the AGM to vote in the new committee thanks to all that have retained there position and to those that have stepped aside . Darren Bohm has came up with a great idea for the club house (more to come). Andrew has a plan for the track so there will be plenty to do in the future.
Dallas.

.....He who yells the loudest is not always heard !!!!!

Competition report...

Well after months of cold wet conditions it was predicted that our August event would also be a washout so the deca skid pan was booked and a motorkhana day was held with 19 runners. Not our usual event but was enjoyed by all.

A class went to Andrew Russell with no other competitors in his class making it an easy days work for him.

B class went to Jarrod Thompson with Brendan Espange following.

C class was taken out by Justin Aylett in the Corolla with Craig Salau behind him in the datto ute who both learn wet skid pans and rwd don't go together.

D class was a very close fight between the Melton boys and James "kiwi" Thomson that resulted in Lachy taking the win with kiwi on his tail in second place.

E class was handed to Russell Smith who somehow managed to hike the back wheel of his Volvo about 2' off the ground on nearly every turn and not roll it.

W class was all Hagans in the WRX with plenty of competition fighting him for the win.



Juniors was taken out by Josh Bohm in the new evo, putting on a great display is there anything that kid can't drive? The biggest challenge now is Darren getting him out of the car.

Winton 10 hour...

The winton 10 hour is coming around quickly. We have 3 teams booked and around 14 interested competitors, If you are one of those be at the next meeting on Monday the 5th. Teams need to be set aswell as team names, paperwork needs to be filled out etc so if you want to run turn up or if you can't be there make contact with Jim and sort out your forms.



Track report...

Months have gone by without any competition thanks to such a wet winter, the track is becoming overgrown and needs a working bee to tidy up ready for our next event. The horses will be returning to chew down the grass which they did a fantastic job of last year. Once the surface dries there may be some parts of the track needing attention also.

New clubhouse!!!

At the last meeting Darren Bohm presented a cracker idea to improve our facility immensely by being a little crafty with our 3 40' shipping containers. This will provide sheltered scrutineering, fenced area



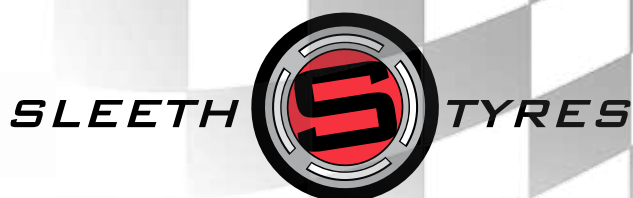
to contain children and keep them from wandering into the pits, a viewing deck for spectators and a clubhouse that can be fitted out with anything the club desires all while maintaining the use of the 2 main containers for storing the tractor, slasher, spray cart and club car. There is also the option to add more containers down the track to form a large club house and host social events. The idea was received very well by all and Greg Jaeschke has even printed a 3D model to present at the next meeting. Darren has done a fantastic job with this idea and it will really step up the standard of our complex and very much improve the family aspect of the club. Can't wait to see where Darren can take us with this.

Track upgrades...

Over the years we have had many different tyre barriers at the Mooroopna track from tires bolted together, strapped together, wrapped around trees to just thrown in a pile we have single tires floating all over the place always moving. The bundles get hit by a car and pop apart and it becomes a huge mess. Harder to move and hard to slash around. The time has come to scrap it all and start

a fresh. After creating a new style tyre wall for deca and seeing the finished product although it as a bit of work at first it is strong, hassle free and looks very professional so it has been decided that bit by bit we will build these walls at the Mooroopna complex which will make life easy in the end and also give us the option of different track layouts for our khanacross events from the huge variety we

already have by protecting against impacts with trees that are currently only barricaded for single direction racing. With all these types of upgrades to our facility we are making the club much more family friendly and cutting out the need for so much labour to keep the track up to scratch leaving us plenty of time to do what we're here to do, race our cars!



SCHEDULE I – SAFETY HARNESSES AND WINDOW NETS

(not applicable to Superkarts)

1. SAFETY HARNESS GENERAL REQUIREMENTS

A safety harness (including a seat belt) shall be compliant with a Standard as specified below and be fitted and worn in accordance with the manufacturer's directions, with Tables I-1 and I-2 of this Schedule and any additional requirement imposed by specific category, group and/or supplementary regulations.

Each safety harness shall comply at least with one of the Standards as specified in Table I-1 below.

Harnesses of a higher level than specified are permitted and encouraged.

Important note:

- (a) Some safety harnesses may not comply with the law. Where the automobile is to be driven on a public road, it is the competitor's responsibility to ensure that it complies with the law.
- (b) A safety harness damaged in any way, including in a collision, shall be subject to inspection by a scrutineer. If appropriate, the automobile's log book shall be endorsed with a requirement that the belt/harness be replaced.

2. SAFETY HARNESS MOUNTINGS

A safety harness shall be securely mounted on at least two points (Type D), three points (Types B and C) or five points (Type A) in compliance with the prescriptions of Drawings I-1, I-2 and I-3. If the two shoulder straps (Types B and C) join prior to a common mounting point then that junction shall be at least 150mm behind the wearer's neck.

Under no circumstances shall a safety harness mounting bolt be used to affix a safety cage to the bodyshell.

A safety harness shall be mounted as per one of the following installed in accordance with the manufacturer's instructions with consideration of the requirements when using a Frontal Head Restraint and application of the following:

The shoulder straps shall be directed to the rear and installed in such a way that they do not make an angle greater than 45° to the horizontal from the occupants shoulder. It is highly recommended that this angle should not exceed 10°, (refer drawing I-1). The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent (refer drawing I-2). The shoulder straps may be installed crosswise symmetrically about the centre-line of the front seat. Mounting points for a safety harness

- (a) on a series production automobile, any unmodified seat belt mounting point may be used;
- (b) where a safety harness is affixed to an un-reinforced section of the body shell, each attachment point shall be reinforced by the use of a plate not less than 75mm x 50mm x 3mm thick (refer drawing I-4);
- (c) except for a crutch strap mounted in accordance with (e) any bolt used shall be a minimum of 10mm grade 8.8, or an eye bolt to the recognised thread diameter of 7/16" or 11mm except for homologated 1st category applications;
- (d) shoulder straps may be fixed to the safety cage or to a reinforcement bar by means of a loop, and/or be fixed or leaning on a transverse reinforcement welded between the backstays of the safety cage in accordance with Schedule J, Article 15.1 (e) Safety Harness mounting to a transversal member and drawing J-27, J-28.
- (e) only a crutch strap or straps MAY be mounted in accordance with drawing I-6 where the following shall apply:
 - bars shall not bend under a strap load of at least 14.7kN
 - all edges shall be appropriately rounded (>1.5mm radius)
 - the bars shall directly clamp on each other firmly clamping the webbing
 - the belt is correctly routed in accordance with drawing I-6

- a minimum of two 8mm grade 8.8 bolts shall be used
- each attachment point shall be reinforced by the use of a plate in accordance with drawing I-4 or a single plate in accordance with drawing I-5

3. SAFETY HARNESSES FOR FRONTAL HEAD RESTRAINT (FHR) RECOMMENDATIONS

Each safety harness must be homologated to FIA standards and it is strongly recommended to use only a 6 point harness homologated to FIA standard 8853/98.

A safety harness with either a 75mm or a 50mm wide shoulder strap may be used with a FHR.

The length adjustment device of the shoulder strap shall be positioned on the FHR yoke with the upper edge not more than 70mm from the lower edge of the FHR yoke as shown in Drawing I-7.

The shoulder strap anchorage points on the automobile shall be symmetrical about the centre line of the driver's seat. When viewed from above, the angle between the shoulder straps shall be approximately 20°-25° as shown in Drawing I-8.

This can be achieved with reference to the values in Table I-3 which have been calculated based on 75mm wide belts (values for 50mm wide belts are shown in brackets) and four FHR collar sizes according to Drawing I-10. Negative values indicate that the shoulder straps are crossed. These values should be closely respected, but a tolerance of +/-20 mm would be acceptable. Strap movement in the anchorages should be taken into account.

The values in red (underlined> denote that theoretical separation is less than strap width. In this case it is recommended that the straps are installed side by side to avoid any overlap; hence the actual separation shall be equal to the strap width. If the value is negative, the strap should be crossed. Shoulder straps over 200mm long are not recommended.

4. WINDOW NETS

In a circuit race, each closed automobile which is required to have a safety cage fitted shall have a safety window net fitted in the driver's door window opening. The window net must cover the opening forward to the centre of the steering wheel and be able to withstand a load of 500N applied at any point. The net may be locally modified to preserve the driver's view of the external mirror. It must be affixed by means of a rapid release system so that, even with the vehicle inverted it must be possible to detach the mechanism with one hand. To this end, the handle or lever must have coloured markings. A push button release system is authorised provided that it respects the prescriptions of this article. The push button must be visible from the outside, be of a contrasting colour and be marked "press".

On each automobile derived from series production automobiles manufactured after 1970 and which retains the unmodified door, hinges and latches of the registrable automobile, the net may be mounted to the door frame. A method of permanent attachment (metal strip with bolts or rivets) must be used to affix the net to the door and shall incorporate a quick release system. Such an automobile fitted with a permanently closed shatterproof window on the driver's door that complies with strength requirements imposed above will be deemed to comply with the requirement for a window net. On each other automobile the net must be mounted to the safety cage.

Note: Each 5th Category automobile, when competing in an event exclusively for such an automobile, is exempt from the requirement for Window Nets.

Table I-1







Type	Configuration	Acceptable standards	Notes
A	6-Point Harness 	FIA 8853/98 ^{Note 1} FIA 8853 - 1985 SFI 16.1 ^{Note 2}	1. "Not valid after XXXX" shown on each strap as detailed below. <ul style="list-style-type: none"> For International events, safety harnesses must not be used after 31 December of the year stated (XXXX). For all other events, safety harnesses must not be used after 31 December, five years after the year stated (XXXX). Please note: The extension of the safety harness validity detailed above for non – international events is subject to the following conditions: <ul style="list-style-type: none"> Safety harnesses must be inspected during the normal scrutiny process; Each competitor must inspect and replace any damaged or worn safety harness before any competition as required.
	5-Point Harness 		
B	4-Point Harness 	FIA 8854/98 ^{Note 1} FIA 8854 - 1991 SFI 16.1 ^{Note 2} AS 2596 ECE R16	2. Harness to be returned to original manufacturer for re-webbing within two years of the date of manufacture shown on SFI label or be replaced. This requirement is imposed by SFI Foundation (Inc).
	3-Point Harness 		
C	Lap Sash Belt 	AS 2596 ECE R16 AS E35	Seat belts as fitted to production cars as standard equipment and marked as complying with ADR 4/00 or 4/01 shall be deemed as complying with AS2596.
D	Lap Belt 	AS 2596 ECE R16 AS E35	

Table I-2

Event type	Event Permit level	Type	Notes
Observed Section Trial or Motorkhana	All	D	
Khanacross	All	C	"Specials" only: Type B minimum
Speed Events*	Club, Multi-club	C	
	State and above	C	Registered closed cars
		B	All other automobiles
Races* - 1st Category - Group 2A/2C	All non-International	A	Recommended for all automobiles with reclined driving position
	International events	A	FIA 8853/98 only
Races* - Other vehicles	Club, Multi-club	C	
	State	A	
	National	A	
	International	A	FIA 8853/98 and 8854/98 only
Rallies	Introductory	C	Where a safety cage structure is not required
	Club, Multi-club	B	
	State	A	
	National	A	
	Tarmac	A	
	International	A	FIA 8853/98 and 8854/98 only
Rallysprint	S1	C	
	S2	B	
Other Road Events	Touring Assemblies	C, D	Must comply with civil regulations
	Touring Road Events	C, D	Where a safety cage structure is not required
		B	During activities requiring a safety cage structure
Off Road	All non-International	A	
	International	A	FIA 8853/98 and 8854/98 only

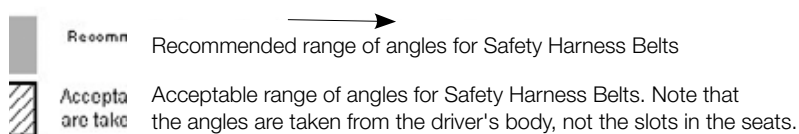
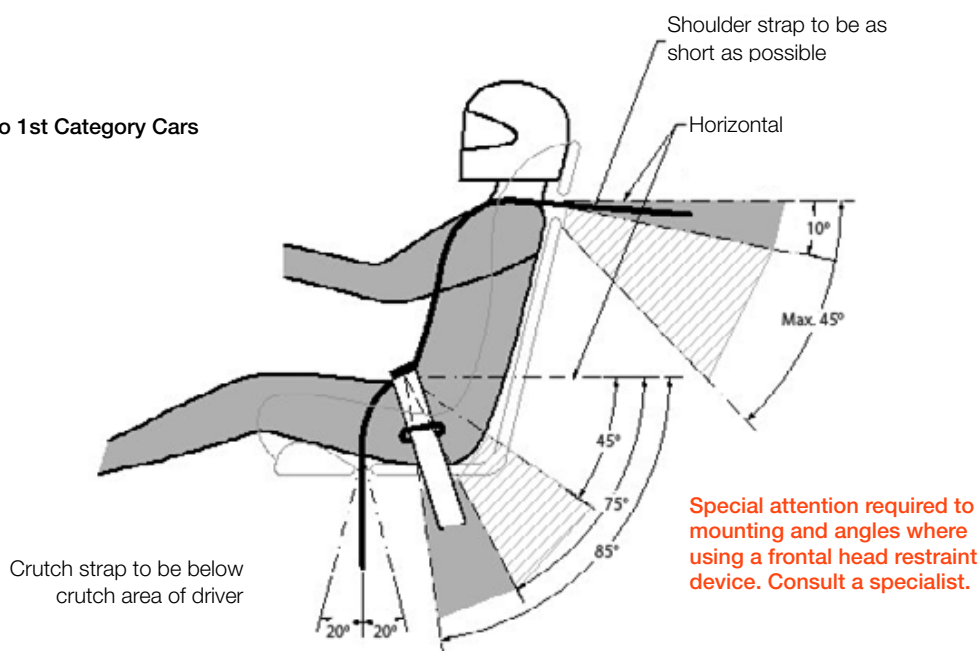
* **Except 5th Category.** For automobiles of the 5th Category whilst competing in events exclusively for the 5th Category, safety harnesses shall be of a type and configuration as specified in the specific Group technical regulations.

SAFETY HARNESSES AND WINDOW NETS

Drawings

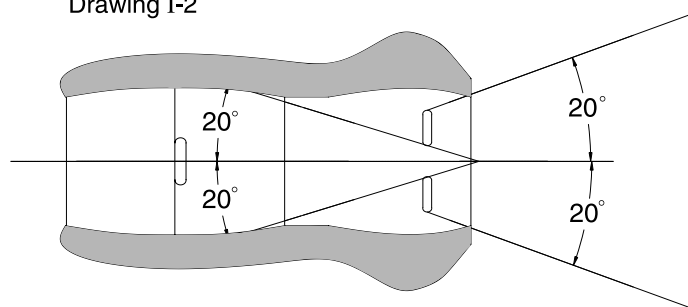
Drawing I-1

Not applicable to 1st Category Cars



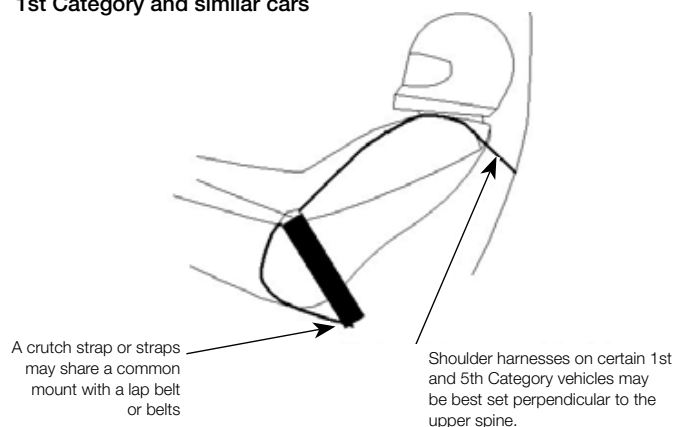
Drawing I-2

Drawing I-2

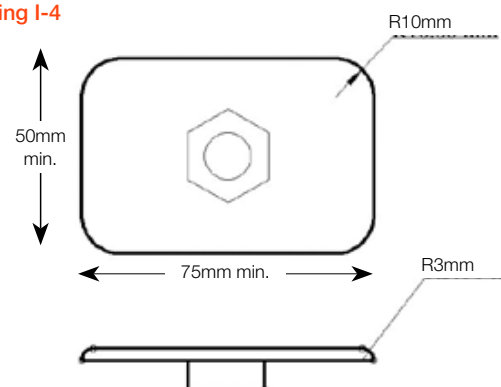


Drawing I-3

1st Category and similar cars



Drawing I-4

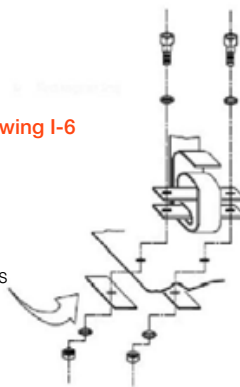


Drawing I-5

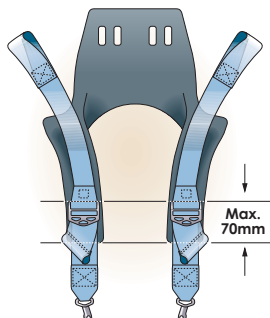


Drawing I-6

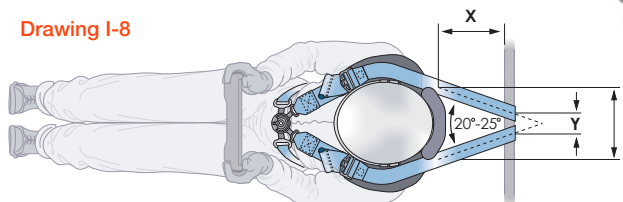
Reinforced plate fixed to car's chassis



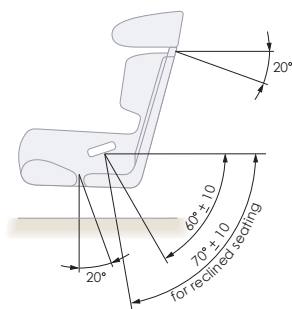
Drawing I-7



Drawing I-8



Drawing I-9 Recommended harness placement with use with FHR



Drawing I-10

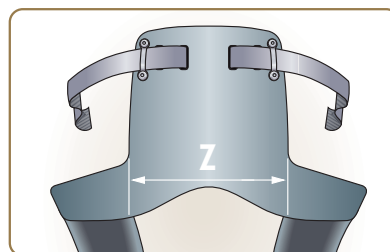


Table I-3

Table 1: Reference Values for 120mm FHR Collar

Z FHR COLLAR WIDTH (MM)	120							
X FHR to belt anchorage (mm) 100	200	300	400	500	600	700	800	
Y belt anchorage to seperation (mm)	135- (110)	95 (70)	55 (30)	15 (-10)	-25 (-50)	-65 (-90)	-105 (-130)	-145 (-170)

Table 2: Reference Values for 140mm FHR Collar

Z FHR COLLAR WIDTH (MM)	140							
X FHR to belt anchorage (mm) 100	200	300	400	500	600	700	800	
Y belt anchorage to seperation (mm)	155 (130)	115 (90)	75 (50)	35 (10)	-5 (-30)	-45 (-70)	-85 (-110)	-125 (-150)

Table 3: Reference Values for 160mm FHR Collar

Z FHR COLLAR WIDTH (MM)	160							
X FHR to belt anchorage (mm) 100	200	300	400	500	600	700	800	
Y belt anchorage to seperation (mm)	175 (150)	135 (110)	95 (70)	55 (30)	15 (-10)	-25 (-50)	-65 (-90)	-105 (-130)

Table 4: Reference Values for 180mm FHR Collar

Z FHR COLLAR WIDTH (MM)	180							
X FHR to belt anchorage (mm) 100	200	300	400	500	600	700	800	
Y belt anchorage to seperation (mm)	195 (170)	155 (130)	115 (90)	75 (50)	35 (10)	-5 (-30)	-45 (-70)	-85 (-110)

Definitions for the reference values:

- dimension Z (mm) = width of the FHR collar, as shown in Figures 2 and 3
- dimension X (mm) = distance from the rear edge of the FHR-belt-bearing-surface to the car attachment point (mm) as shown in Figure 2
- dimension Y (mm) = separation of the centres of the two shoulder straps at the car attachment points (mm) as shown in Figure 2